

The main purpose of the expansion of the Oxfordshire housing stock is to support the urgent, current need and expansion of the Universities, Hospitals, JET and the local Science Parks.

To this end the Local Plan goes a long way to meeting this demand. Strat6, the development of some Green Belt land, indeed the Council is to be applauded in including this, the most suitable first option. Given that the Universities and Hospitals have little, if any parking, both are in easy reach by public transport - thus limiting further pollution. Further the road system at Cowley will not need expensive improvement, even if the land was available.

The Green belt is an important and valuable concept, however, it must be borne in mind that it was largely defined in 1947/8 when the population of Britain was about 45million it is now approaching 75 million – and we are still trying to squeeze this population into a space designed for 45 million.

The Green Belt must be redefined. The physical state of it must be addressed, and arguments such as building on it will 'spoil my view' should be treated with the contempt it deserves.

STRAT7 seems to be ill thought out and is contrary to many SODC objectives.

Objective 1.2 – supporting rural communities. This plan does *exactly the opposite*. It destroys not only the local community of Chalgrove but also the surrounding villages, Little and Great Milton, Watlington, Cuxham and Stadhampton. This destruction is in part because of the impact of the necessary roads, for which little or no land been secured, and consequential traffic movements.

Objective 4.2 - The region is too far from all employment centres that it is supposed to serve with sustainable transport (a virtually non-existent bus service or are will to be so gullible to believe that magically a service like the X90 will appear -10 buses an hour during the day 4 an hour at night? And what of the people who want to travel not to/from Oxford but other places?) cycling and walking. Of course should you disagree I will invite you to live here and cycle daily into Oxford. Chalgrove will become a densely packed neighbourhood of two car families. In itself requiring almost impossible development of a new Road structure at Cowley, and a growth of a new Pear Tree interchange, which after 30 years still has vast unsolved problems. The increased pollution this will cause, is contrary to objective 8.2 which sensibly seeks to minimize 'carbon' and other emissions. Accepting STRAT7 will provide the green light that pollution and its targets can be ignored in the future.

Objective 5.2 - To support development that respects the size and character of our towns and villages. I fail to see how a development that *triples* the size of Chalgrove can in any way be compatible with this objective.

On deliverability - the Land is not immediately available. The current occupant Martin Barker has stated it has no desire to leave and one could for see a legal battle to obtain the land. It is very doubtful that such an action would succeed given that the housing in the Local Plan exceeds the numbers required by at least 5000 units. It can in no way be in the public interest.

In summary STRAT7 is poorly thought out at can be found wanting in many areas.

Overall, with the removal of STRAT7 the majority of the Local Plan has much to commend it. It appears sound and I can support it – but stress with the removal of STRAT7.

